

F-8-1

Woodsborough & Frederick Turnpike Tollhouse
Walkersville
Private

C. 1858

The Woodsborough and Frederick Turnpike Tollhouse is a two story brick structure laid in common bond on a low, random coursed stone foundation. It is four bays wide on the front (south) facade, two bays wide on the rear (north), and one room deep. A small interior end chimney is at each gable end above the standing seam metal roof. A simple boxed cornice is under the eaves along each long elevation, and flat wood bargeboards stretch from the cornice to the chimney.

Since there are no navigable streams through Frederick County, the people here have been dependent on roads as a system of transportation from the county's beginning. The Monocacy Road was petitioned for by Joseph Wood in 1746 and 1749. Following much the same route as the later Woodsborough and Frederick Turnpike, the road went through present day Woodsboro from Frederick City.

By 1881, there were approximately thirteen turnpikes in and around the City of Frederick. One was the Woodsborough Turnpike Company-- Ezra Cramer, Michael Shank, Daniel Burrier, Dewitt C. Johnson and John Norris, directors--which was first organized in 1855. The toll road let from Frederick through Walkersville to Woodsborough, connecting with other roads which let to York, Lancaster, and finally Philadelphia. The tollhouse near Walkersville was one of many tollhouses along the road.

The Woodsborough and Frederick Turnpike Company was incorporated in September 1869 "for the purpose of keeping in repair and good traveling condition, the turnpike road from Woodsboro to Frederick and Libertown Turnpike.

Although it is not known when the tollhouse was built, a building is located on the Isaac Bond Map of 1858 as a "toll house." It is possible that the building was used as a residence before it was owned by the turnpike company, since the Johnson's reserved the right for use of the well of water on the premises when the property was sold. By the early 20th century, the turnpike had disbanded and the toll property was sold.

(Rev.)
UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

FOR NPS USE ONLY	
RECEIVED	
DATE ENTERED	

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC

Woodsborough and Frederick Turnpike Company tollhouse

AND/OR COMMON

2 LOCATION

STREET & NUMBER

East side of Maryland Route 194, one mile
south of Walkersville

NOT FOR PUBLICATION

CITY, TOWN

Walkersville

X VICINITY OF

CONGRESSIONAL DISTRICT

Sixth

STATE

Maryland

CODE

24

COUNTY

Frederick

CODE

021

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input type="checkbox"/> DISTRICT	<input type="checkbox"/> PUBLIC	<input type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE
<input checked="" type="checkbox"/> BUILDING(S)	<input checked="" type="checkbox"/> PRIVATE	<input checked="" type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> MUSEUM
<input type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> COMMERCIAL
<input type="checkbox"/> SITE	PUBLIC ACQUISITION	ACCESSIBLE	<input type="checkbox"/> EDUCATIONAL
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input checked="" type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> ENTERTAINMENT
	<input type="checkbox"/> BEING CONSIDERED	<input type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> GOVERNMENT
		<input type="checkbox"/> NO	<input type="checkbox"/> INDUSTRIAL
			<input type="checkbox"/> MILITARY
			<input checked="" type="checkbox"/> OTHER Not in use

4 OWNER OF PROPERTY

NAME

Discovery, Inc.

STREET & NUMBER

P. O. Box 255

CITY, TOWN

Rockville

VICINITY OF

STATE

Maryland 20852

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.

Frederick County Courthouse

STREET & NUMBER

North Court Street

CITY, TOWN

Frederick

STATE

Maryland

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

DATE

FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR
SURVEY RECORDS

CITY, TOWN

STATE

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input checked="" type="checkbox"/> DETERIORATED	<input checked="" type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The tollhouse sitting on the east side of Maryland Route 194 south of Walkersville was once part of the toll road run by the Woodsborough and Frederick Turnpike Company.

The building is a two-story brick structure laid in common bond on a low, random-coursed stone foundation. It is four bays wide on the front (south) facade, two bays wide on the rear (north), and one room deep. A small interior end chimney^s at each gable end above the standing seam metal roof. A simple boxed cornice is under the eaves along each long elevation, and flat wood bargeboards stretch from the cornice to the chimney.

The south facade has two entrances located in the two center bays and a window in each end bay. Both windows, presently boarded up, probably contained 6/6, double-hung sash. A one-story porch is located across this entire facade; its metal roof comes about a foot short of the eave line.

On both the north facade and west gable end are two windows of 6/6, double-hung sash with narrow wood lintels. Two of these are boarded up. Above these in the west gable are two six-light windows with wood lintels; the north one retains a pair of shutters, in poor repair. Two other six-light windows are located in the east gable as well. Above the two windows on the north facade are two horizontal windows with sliding sash; these appear to have been added later.

Because the tollhouse is boarded up, it was not possible to enter it for the purposes of this report. However, the building retains its original wide board floors, a late 19th century mantel, and a tight winder staircase.

Attached to the east end of the tollhouse is a frame outbuilding which is covered with vertical boards and has a brick chimney. A small shed-roofed addition is attached to the north side of this. These additions obscure the first floor of the east end.

Plans have been made by the current owner, a developer, to donate the tollhouse property to a local preservation group for a community-related purpose.

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

Since there are no navigable streams through Frederick County, the people here have been dependent on roads as a system of transportation from the county's beginning. The Monocacy Road was petitioned for by Joseph Wood in 1746 and 1749. Following much the same route as the later Woodsborough and Frederick Turnpike, the road went through present day Woodsboro from Frederick City.

As Frederick County developed, more roads were needed to service the increasing traffic. Local people were hesitant to underwrite the costs of new roads, however, because the main ones were so heavily traveled by people moving west. Turnpikes built by private companies and financed by tolls proved to be a solution.

This tollhouse was once one of many such properties in use in Frederick and other western Maryland counties. Today perhaps half a dozen of these remain in Frederick County, of which this is the least altered.

By 1881 there were approximately thirteen turnpikes in and around the City of Frederick.¹ One was the Woodsborough Turnpike Company -- Ezra Cramer, Michael Shank, Daniel Burrier, Dewitt C. Johnson and John Norris, directors -- which was first organized in 1855.² The toll road led from Frederick through Walkersville to Woodsborough, connecting with other roads which led to York, Lancaster, and finally Philadelphia. The tollhouse near Walkersville was one of many tollhouses along the road.

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¹Thomas Scharf, History of Western Maryland.

²Frederick County Land Records, ES7/439, May 20, 1855.

³Frederick County Acts of Incorporation Record 1868-1880, p.81, September 18, 1869.

⁴Frederick County Land Records ES7/439

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Land Records of Frederick County.

Williams, T.J.C. History of Frederick County.
Baltimore: Regional Publishing Company, 1967. (Reprint.)

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY Five acres

UTM REFERENCES

A									
	ZONE	EASTING	NORTHING						
C									

B									
	ZONE	EASTING	NORTHING						
D									

VERBAL BOUNDARY DESCRIPTION

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE

Cherilyn Widell, Sites Analyst

ORGANIZATION

Frederick County Historic Preservation

STREET & NUMBER

12 East Church Street, Winchester Hall

CITY OR TOWN

Frederick

1km

DATE

April 18, 1978

TELEPHONE

301-663-8300 ext. 266

STATE

Maryland 21701

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL

STATE

LOCAL

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

TITLE

STATE HISTORIC PRESERVATION OFFICER

DATE

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DATE

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

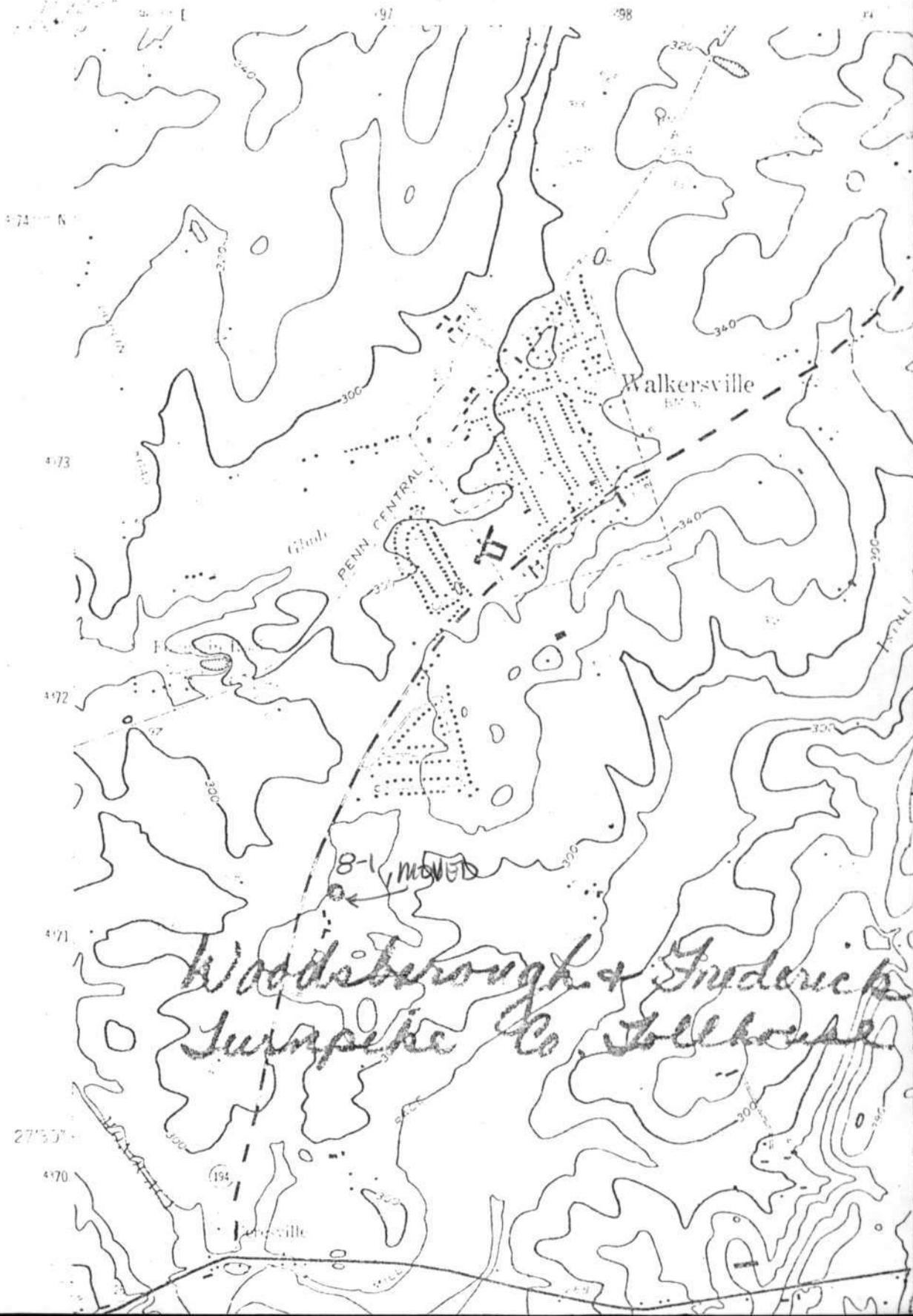
ATTEST:

DATE

KEEPER OF THE NATIONAL REGISTER

GEOLOGICAL SURVEY

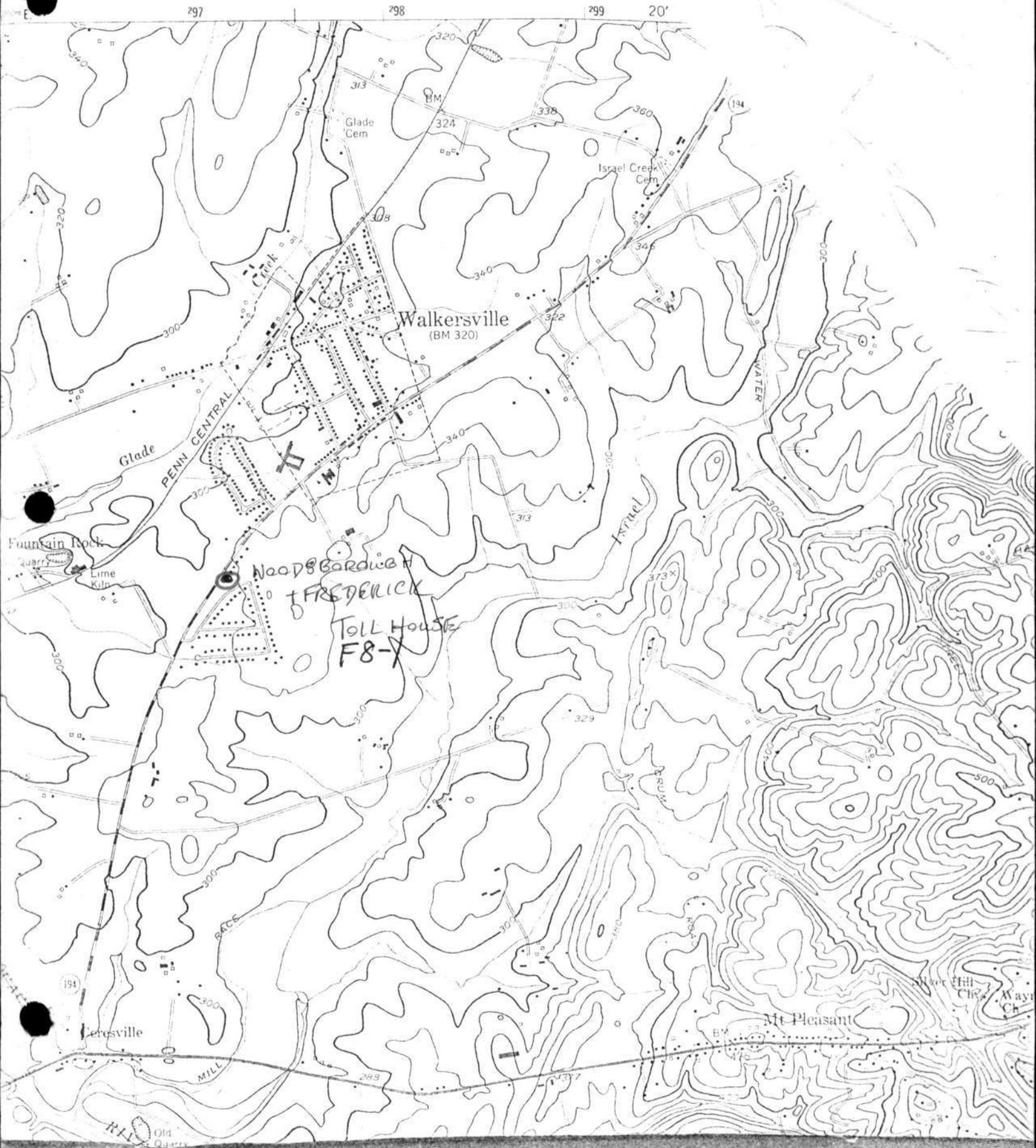
UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY



WALKERSVILLE QUADRANGLE

F-8-1

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY



F-8-001

Woodsborough & Frederick Turnpike Company Toll House
8505 Woodsboro Pike (MD 194), Walkersville
Jennifer K. Cosham, 26 April 2006



Northeast elevation



North facade



WOODS BOROUGH AND FREDERICK TURNPIKE TOLLHOUSE
ES/ Rte 194 NR WALKERSVILLE CEW 5/78 F-8-1

NORTHWEST ELEVATION